

Ref #	Hits	Search Query	DBs	Default Operator	Plurals	Time Stamp
L1	149	(ay<"2000" or ad<"2000") and zev	USPAT	OR	OFF	2004/12/02 16:13
L2	0	l1 and logistic	USPAT	OR	OFF	2004/12/02 16:09
L3	49	l1 and (logistics or distribution or shipping or transportation or warehouse)	USPAT	OR	OFF	2004/12/02 16:09
L4	2330630	(ay<"2000" or ad<"2000") and (low or zero)(w)emission(w)(vehicle or vehicles) and (logistics or distribution or warehousing or transportation)	USPAT	OR	OFF	2004/12/02 16:16
L5	2320180	(ay<"2000" or ad<"2000") and (low or zero)(w)emission(w)(vehicle or vehicles) same (logistics or distribution or warehousing or transportation)	USPAT	OR	OFF	2004/12/02 16:18
L6	0	l5 and 705.ccls/	USPAT	OR	OFF	2004/12/02 16:19
L7	6095	l5 and "705".clas.	USPAT	OR	OFF	2004/12/02 16:20
L8	676	l7 and (truck or logistic or logistics or warehouse)	USPAT	OR	OFF	2004/12/02 16:20
L9	196	l8 and (incentives or fees or credits)	USPAT	OR	OFF	2004/12/02 16:21

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Set Items Description

S1 1 (PY<2000 AND PD<2000) AND ZEV AND INCENTIVE(W)PROGRAMS

S2 21 (PY<2000 OR PD<2000) AND ZEV AND INCENTIVE(W)PROGRAM?

S3 15 RD (unique items)

? t s3/9,k1-15

Looked at all articles

3/9,K/1 (Item 1 from file: 15)

DIALOG(R)File 15:ABI/Inform(R)

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The fit and misfit of technological capability: Responses to vehicle emission regulation in the US

Pilkington, Alan

Technology Analysis & Strategic Management v10n2 PP: 211-224 Jun 1998

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SPECIAL FEATURE: Charts References

WORD COUNT: 6051

**ABSTRACT:** Regulatory moves towards reducing vehicle emissions have not proceeded with uniform success. Some regulations have been readily fulfilled, while others receive much criticism and resistance from the automobile industry. The reasons for this lie in matching the regulatory instrument with the technological capabilities of the auto industry. A paper develops a model describing the instruments used and their effectiveness in the US. In this case, low-emission vehicles which represent an incremental development of established technologies are readily accepted by manufacturers and require controlling instruments for their introduction. However, zero-emission vehicles are outside the boundaries of traditional automotive firms, and their development has met more resistance and needs support for technology development as part of the regulations.

TEXT: Headnote:

**ABSTRACT** Regulatory moves towards reducing vehicle emissions have not proceeded with uniform success. Some regulations have been readily fulfilled, while others receive much criticism and resistance from the automotive industry. The reasons for this lie in matching the regulatory instrument with the technological capabilities of the auto industry. This paper develops a model describing the instruments used and their effectiveness in the CrS. In this case, low-emission vehicles which represent an incremental development of established technologies are